

California Department of Transportation

WORK
DISTRICT 12
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<https://dot.ca.gov/caltrans-near-me/district-12>



July 2, 2025

Mr. Ryan Rigali
Real Estate Administrator
County of Orange
400 W. Civic Center Dr,
5th Floor
Santa Ana, CA. 92701

File: LDR/CEQA
SCH: 2025060043
12-ORA-2025-02849
SR-22 PM R9.749

Dear Ms. Rigali,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration (MND) for the County of Orange Workforce Reentry Center Project. The County of Orange (County) proposes to develop a Workforce Reentry Center (project) on an approximately 4.6-acre property at 561 The City Drive South in Orange, California (Assessor's Parcel Numbers 231-091-02, 231-091-03, 231-091-07, 231-091-09, and 231-271-02). The proposed project would provide transitional housing and vocational training for adult individuals involved in the criminal justice system or other County systems of care to facilitate their transition into the workforce. The proposed project would develop the project site with three buildings: a 37,200-square-foot office/vocational building, a 16,166-square-foot retail/culinary building, and a 26,998-square-foot supportive housing and services building. Ancillary site improvements would include utility infrastructure connections/relocations, landscaping, and hardscaping, including surface parking and a new internal circulation roadway. Minor off-site improvements are proposed for The City Drive South and West Metropolitan Drive to improve vehicular access to the project site, including traffic signal modifications, restriping, and median modifications.

The project is located at 561 The City Drive South in Orange, California. The project site is bounded by the Santa Ana River to the east, the Theo Lacy Facility to the north, a vacant strip of State-owned land and State Route (SR-) 22 to the south, and The City Drive South to the west. State Route 22 is owned and operated by Caltrans. Therefore, Caltrans is a commenting agency on this project, and has the following comments:

1. Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable “smart growth” type land use planning and policies.
2. Caltrans encourages the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities that are safe and comfortable for users of all ages and abilities. This may include safety measures such as physically separated sidewalks and bike lanes, pedestrian-oriented LED lighting, high-visibility continental crosswalk striping, raised crosswalks, refuge islands, wayfinding signage, and safe connections to existing and proposed bicycle facilities. Complete Streets improvements also promote regional connectivity, improve air quality, reduce congestion, promote improved first-/last-mile connections, and increase safety for all modes of transportation.
3. Caltrans supports the project's inclusion of secure and functional short- and long-term bike parking. Short-term bike parking should be placed on the ground floor in visible areas that are close to main entrances and should be installed at least 24” away from walls and other objects (e.g. trash cans, plants, etc.). Both short- and long-term bike parking should be designed to accommodate different types of bikes (e.g. cargo bike, bike with trailer).
4. For additional guidance on providing functional bike parking, see the attached “Essentials of Bike Parking” guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>).
5. During any future construction, please ensure that appropriate detours and safety measures are in place that prioritize the mobility, access, and safety of bicyclists, pedestrians, and transit users.
6. Encourage the use of transit among future residents, visitors, and workers of the proposed areas of developments. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled and improve air quality.


7. The lane widths for the built-out condition in the TIA needs to reflect the lane widths as shown on the built-out plans. The information needs to be consistent. Please address and make the needed corrections.
8. Please explain why the Peak Hour Factors that were illustrated were not used as shown in the traffic counts. Was there a reason for the inconsistency?
9. Please provide a traffic weaving analyses on the EB SR 22 segment between The City Dr interchange and the connector to I-5/ NB SR 57.
10. Please review and correct the geometry on EB and WB Metropolitan Dr and the proposed Driveway. The approach and departure lane at the Metropolitan Dr/City Dr intersection does not line up.
11. If future impact analysis leads to findings of significance on State facilities, please coordinate with Caltrans District 12 Local Development on development of a Traffic Mitigation Agreement or similar effort.
12. Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. Prior to submitting to Caltrans Permit's branch, applicant should fill out Applicant's Checklist to Determine Applicable Review Process (QMAP List) Form TR-0416 to determine if project oversight/coordination with Caltrans Project Manager is needed. Applicant must submit a signed Standard Encroachment Permit application form TR-0100 along with a deposit payable to Caltrans. Deposit amount will be dependent on when the application is submitted. Public corporations are legally exempt from encroachment permit fees. However, contractors working for public corporations are not exempt from fees. Please note that all utility work should be disclosed prior to permit submittal, and utility companies are to apply for separate permits for their corresponding work.
13. Project plans and traffic control plans must be stamped and signed by a licensed engineer. For all plans, including traffic control plans, Caltrans R/W lines should be clearly labeled, which includes existing and proposed (if there are any changes to Caltrans R/W), the north arrow, the edge of pavement, and edge of the sidewalk, if applicable. When submitting the application, please include final Environmental Clearance

Documentation, relevant design details including design exception approvals and construction and drainage plans, traffic control plans, traffic management plan and traffic impact study if proposed traffic delay of 30 minutes above normal recurring traffic delay is anticipated, any Caltrans R/W certifications if needed, maintenance agreement as needed, shoring plans for any excavation 5-feet or more, ADA certification, and any letter of authorizations.

14. Please submit all applications and associated documents/plans via email to D12.Permits@dot.ca.gov until further notice. Caltrans Encroachment Permits will be transitioning to an online web portal base for all applications in Fall 2023. Further details to be announced on the Caltrans Encroachment Permits homepage. Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (657) 328-6246. For specific details on Caltrans Encroachment Permits procedure and any future updates regarding the application process and permit rates, please visit the Caltrans Encroachment Permits homepage at <https://dot.ca.gov/programs/traffic-operations/ep>.

Caltrans' mission is to improve lives and communities through transportation. Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Julie Lugaro at Julie.lugaro@dot.ca.gov.

Sincerely,


[Scott Shelley \(Jul 2, 2025 15:47 PDT\)](#)

Scott Shelley
Branch Chief,
Local Development Review-Climate Change-Transit Grants
Caltrans, District 12